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convincing demonstration to be made of the fact that the policy of "elastic management" was a failure from the standpoint of securing "a maximum of national transportation efficiency."

The administration of the railways in Great Britain is presented in Part II. The authors describe the taking over of the railroads of England, Scotland, and Wales on August 5, 1914, less than twenty-four hours after the formal declaration of war (the railways of Ireland were not taken over until January 1, 1917); the organization of the Railway Executive Committee to which the operation of the roads as a unit was intrusted (the Executive Committee is composed of the chief executives of the leading lines, with the president of the Board of Trade as the nominal chairman); the financial arrangements whereby the owners of the railroad properties were guaranteed a net income equal to that of 1913 (the best year the railways had ever known), thus making it possible for the resources of the railroads to be thrown into a common pool without regard to the effect of this action on the revenues of individual roads; the labor situation; the remarkable record of efficiency of the railways and the far-reaching economies that had to be inaugurated because of the marked shortage of labor. This whole account of British experience is of decided value in that it encourages us to believe that the United States is at last on the right track, and in that it points to the sacrifices that the public must ungrudgingly make in order that the railways of the country may be set free, so far as possible, for the prosecution of the task to which the country is definitely committed.

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The Larger Liberalism. By EDWARD BERNARD BENJAMIN. Printed for the author's private circulation. Cambridge: University Press, 1918. 8vo, pp. vi+199.

The Larger Liberalism is an example of the attempted use of a trip hammer to crack a nut. Roughly, it resolves itself into four parts. The first presents an indictment of industrial society and a statement of "remedial orders" in a summary which is alike free from dogma and analysis. The second offers a series of pencil sketches of the life and thought of industrial workers which masquerade as literature. The third furnishes a criticism of schemes of reform which indicates no careful scrutiny of the proposals condemned. The fourth brings the cosmic discussions of the volume to a head in a defense of price-fixing and the eight-hour day. We are told that "reform will come bit by bit, in little chunks, chiseled by time from society's own adamant heart." The author

shares the confusion common to Mr. Carver's students that institutions are merely external manifestations of an immutable human nature. He therefore concludes that "we are all of us what we are," and recognizes no possibility of change in social arrangements except by the approved economic method of the addition of infinitesimal increments.

Japan at First Hand. By JOSEPH I. C. CLARKE. New York: Dodd, Mead & Co., 1918. 8vo, pp. xxxvi+482. \$2.50 net.

This volume records the unprejudiced impressions of one who traveled through Japan three or four years ago, interviewed various men prominent in business or politics, saw the usual sights, artistic and social, and followed the usual routes of travel. The general character of the book can be inferred from these facts. It does not pretend to be the result of long and intensive study, or to give the impressions of one trained in the keen analysis of social institutions. The author is sympathetic in his attitude toward the Japanese and finds no fundamental reason for antagonism between that country and this.

The topics covered are broad in scope—art, religion, sports, education, newspapers, theaters, farmers, silk culture, special sights, and so forth, ending with a trip through Korea and Manchuria to Pekin. One chapter each is devoted to "Big Business" and "Finance and Banking," with some discussion of the more obvious phases of modern economic development and the effects of the war. But such information on these topics as the economist or business man wants is best found elsewhere.

The book contains no serious study of the persistence in Japan of the mediaeval organization of society, or of the reaction of modern industry upon the old.